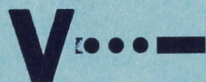
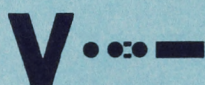


"On-to-the-Bay" Association of Canada



Annual Meeting **Bessborough Hotel, Saskatoon** **January 15, 1942**



H. S. Potter, *President*
J. L. Phelps, M.L.A., *Vice-President*

Chas. C. Cook, *Executive Vice-President*
Sid. W. Johns, *Secretary-Treasurer*

"On-to-the-Bay — The Churchill Way"

- - MINUTES OF ANNUAL MEETING - -

"ON-TO-THE-BAY" ASSOCIATION OF CANADA

The Annual meeting of the "On-to-the-Bay" Association of Canada was held in Salon #5, in the Bessborough Hotel on Thursday, January 15th, 1942.

VVVVV

AMONG THOSE PRESENT WERE:

Regina

Hon. W. F. Kerr
Alex Aitken
Geo. H. Smith
G. A. Hurst
J. M. Henderson
A. Pym
C. C. Cook

Melfort

H. S. Potter
J. N. Gale

Yorkton

D. R. Ball

Prince Albert

A. J. Hansen

Wilkie

O. Hansen
J. L. Phelps, M.L.A.

Leslie

P. A. Howe, M.L.A.

Dahinda

J. C. Mitchell

Kinley

H. Sharon

Saskatoon

Mayor S. N. MacEachern
R. M. Pinder, M.L.A.
Hon. Chas. Agar, M.L.A.
A. A. Murphy

J. M. Stevenson, K.C.
Hon. J.W. Estey, K.C.
N. F. Scott
J. O. Hettle
John Evans
Prof. J.W.G. MacEwan
G. R. Bickerton
W. T. White
A. J. Irving
Dean F.C. Cronkite
Alex Ross
A. D. Cavers
R. McRae
Durward Thomas
G. H. Clare
A. D. Munro
Sid. W. Johns.

MORNING SESSION

President H. S. Potter called the meeting to order at 10 a.m.

The Minutes of the last Annual meeting, held December 7th, 1940, were adopted by the meeting as circulated.

The Following Financial Statement was presented by the Secretary-Treasurer, Mr. Sid. W. Johns, Saskatoon, audited by Messrs. Stempel & Patrick, C.A.

RECEIPTS

Balance on hand - December, 1940,	\$ 71.51
Memberships,	42.00
Donations,	335.00
Interest on Savings,	<u>.08</u>
<u>Total Receipts,</u>	<u>\$448.59</u>

DISBURSEMENTS

Expenses re Annual Meeting, December, 1940,	\$ 50.63
Printing & Stationery,	48.28
Postage, Telegrams, Telephones, Exch. on cheques,	14.48
Travelling Expenses,	138.40
Clerical Services, including Audit Fee,	<u>73.52</u>
<u>Total Disbursements,</u>	<u>\$325.31</u>

Cash on hand and in Bank, January 15, 1942,

\$123.28

April 17th, 1942

S. W. JOHNS, Esq.,
Secretary-Treasurer
On-To-The-Bay Association,
Saskatoon, Sask.

Dear S.W.:

Kindly advise me the total membership of the
On-to-the Bay Association, and how same is divided as between
individuals and Boards of Trade.

Trusting you are enjoying the best of health, and
with kindest regards, I am, as ever,

Sincerely yours,

Geo. H. Smith
Traffic Manager, Dept. of Agriculture

On motion of Messrs. Johns, Saskatoon, and Smith, Regina, the Financial Report was adopted.

ADDRESS - H. S. POTTER, PRESIDENT

President H. S. Potter commenced his verbal report to the meeting by stating that 1941 had proven the most interesting year he had ever spend in this country. He mentioned his trips to various points, where he had addressed public meetings on the subject of the Port of Churchill, on behalf of the "On-to-the-Bay" Association.

Mr. Potter, when referring to the six-day excursion to Churchill in August, 1941, emphasized the American tourist possibilities of the northern country. "The fact that out of 206 persons who went on the last excursion to Port Churchill, 188 were Americans who found the trip so interesting they had no time for the usual excursion social activities, proves this possibility," he said. The President said that since America is at war, her people would be unable to holiday at either coasts as heretofore, and the Association should endeavor to persuade the Dominion government to put on a real publicity campaign with a view to attracting American tourists to this country. The Americans were already keenly interested, more so than our own people. Many of them wondered why the great undeveloped north-land was left in such a state, and he believed that under existing conditions this country was the best undeveloped tourist attraction in North America.

Mr. Potter urged that the Association try to get the Hudson Bay Railway considered as a National proposition. "When we do, this country will make progress undreamed of today. It is our "baby", but we must develop it from a national standpoint. Until we get away from the idea that it is a provincial project and look at it from a national point of view, we cannot make the progress which is possible," he asserted.

ADDRESSES OF WELCOME

His Worship, Mayor S. N. MacEachern, Saskatoon, gave a brief address of welcome to the delegates attending, on behalf of the City. He referred to Mr. Potter's suggestion that the Port of Churchill be made a tourist attraction, and urged that the convention give serious thought to this question.

Mr. A. A. Murphy, President of the Saskatoon Board of Trade, extended the official greeting to the visitors. He stated that the Board was vitally interested in the activities of the Association, and was ready and willing to assist in every way possible. "Your interests are our interests", he declared, "and we trust this will be the relation between us for many years to come."

Mr. Murphy extended an invitation to the delegates to be guests of the Board at the Saskatchewan Farm Week Annual banquet and dance, sponsored by the Board, being held in the Bessborough Hotel at 6.15 p.m., at which President Potter would give an address on an "On-to-the-Bay" subject.

Mr. Potter acknowledged with deep appreciation the kind remarks of both Mayor MacEachern and Mr. Murphy. (Applause)

APPOINTMENT OF COMMITTEES

On motion of Messrs. J. M. Stevenson, K. C., Saskatoon, and Geo. H. Smith, Regina, the meeting agreed that the President be empowered to designate the personnel of the Nominations and Resolutions Committees.

The President appointed the Committees as follows:

Nominations Committee - J. M. Stevenson, K. C., Saskatoon, Chairman; Alex Aitken, Regina, and D. R. Ball, Yorkton.

Resolutions Committee - C. C. Cook, Regina, Chairman; A. J. Hansen, Prince Albert, and John Evans, Saskatoon.

OPEN DISCUSSION

Professor J. W. G. MacEwan of the University of Saskatchewan, being invited by the President to say a few words, briefly referred to his trip to Canada from overseas through the Hudson Bay, at which time it had been necessary for him to become a sailor in order to make the trip, but later had obtained an honorable discharge from the Merchant Marine. He invited the delegates to attend the Livestock demonstration and parade on Friday at 1.30 p.m., being held at the University. This event, he said, was connected with University Farm Week.

The Past President, Mr. J. M. Stevenson, K. C., Saskatoon, inquired of the meeting whether the Port of Churchill had been used at all in 1941. The meeting learned that no mercantile ships had used the Port during this period, no cargoes being carried either in or out.

Other speakers taking part in the discussions were Messrs. R. M. Pinder, M. L. A., Saskatoon, D. R. Ball of Yorkton, Geo. H. Smith, Regina, John Evans, Saskatoon, C. C. Cook and G. A. Hurst both of Regina, J. C. Mitchell of Dahinda and P. A. Howe, M. L. A., Leslie.

Mr. Evans, Saskatoon, told the meeting that a united effort should be made to get results that we are justly entitled to.

An inspiring address was given by Mr. J. C. Mitchell, Dahinda, who pointed out the main reason that Port Churchill was not being used was "selfishness". "This should be the most prosperous and happiest country in the world", he said, drawing attention to the wonderful natural resources here, "but the people of the province will never enjoy an abundance until the resources are developed. We need the Hudson Bay route, with its nearness to Britain, with its shorter and smoother haul, less changes and less costly switching", and he recommended proper government supervision of transportation rates and insurance in connection therewith.

Mr. Pinder, M. L. A., Saskatoon, drew attention to the fact that there were many "powers", including wheat haulers, not in favor of using the Hudson Bay route, and in his opinion believed a real united effort was essential in order to achieve the Association's objectives.

Mr. P. A. Howe, M. L. A., Leslie, told the meeting he was sincerely interested in the development of the Hudson Bay. He said, "Eastern Canada cannot live without Western Canada, -- Western Canada cannot live without Eastern Canada", and in accordance with President Potter's declaration, said that the interest of the people as a whole should be aroused in order to make headway regarding the use of Churchill - that this whole problem should be approached on a basis of a national undertaking.

The meeting then adjourned for Lunch.

AFTERNOON SESSION

President H. S. Potter called the meeting to order at 2 p.m.

The Secretary, Mr. Johns, read the following telegram from Mr. C. A. Henderson, M. P., for Dodsland:

"I am sorry impossible for me to attend Annual meeting. I am corresponding with men in St. Paul, Minn. and working with authorities here re importance Canada's back door at Churchill. James Hill wanted charter to build railroad to Hudson Bay years ago and in my opinion had it been granted he would have built up a northern empire for Canada as he did a western empire for America. Keep up the good work. Wishing you success.....

CHAS. A. HENDERSON.

OPEN FORUM

Mr. G. R. Bickerton, Saskatoon, was the first speaker. He expressed the opinion that Port Churchill would be a logical port through which to send supplies and foodstuffs to Russia via Archangel. The route was short and he believed there was no doubt that Russia needed or would need wheat. He suggested that Canadian leaders could take up this project on their own initiative and not wait for Britain to suggest it.

Upon inquiring, Mr. Bickerton learned that the road bed of the Hudson Bay Railway was in good shape, and that the 2,600,000 bushels of wheat stored at the port were in good condition and was being properly stored. He said there had been rumors to the contrary.

Numerous advantages gained by the use of Port Churchill were mentioned by various members of the conference. Mr. D. R. Ball of Yorkton asked, "What is the opposition to the use of this route?" (A Voice) - "The main opposition comes from vested interests in Montreal".

Mr. Alex Aitken, Regina, told the meeting that numerous questions of this nature were constantly being asked regarding the subject of "Churchill". He mentioned his being a member of the Association for many years, having acted in the capacity of Secretary, but, "I find many questions put to me confusing and difficult to answer. The majority of people have a vague knowledge of Churchill, including many of the Association's members", Mr. Aitken declared. He urged that the Association prepare a concise brief, giving a clear interpretation of the problems facing the further development and use of the Hudson Bay Railway and Port Churchill, so that members of the Association would have accurate information at their finger tips, and would be able to boost Churchill by replying to questions in a logical manner. "Such a brief", he said, "would be of great value to the public and also in securing new members in the Association."

Mr. G. H. Smith of Regina told the meeting that the Hudson Bay Railway had been built at the request of the Prairie people for relief from existing high transportation rates, and that since its inception it had never had a square deal. The competing transportation companies had placed one obstacle after another in its way and he believed the Association and people should take pride in the fact the road was still operating. "The Hudson Bay road is capable of improving the present economic position of Western farmers and citizens by over \$26,000,000 per annum", he declared. "All important developments are still ignored by its opponents who fear a reduction in their own revenue. The proper developments even at existing

rates would be of benefit to both railway, for they could then operate the Port for 365 days a year instead of the present 71 days", Mr. Smith said.

"The improved economic condition would benefit Winnipeg business concerns and Eastern manufacturers because the market would be broadened and increased", he explained. "The development of inter-provincial trade in the primary products of the West for the manufactured products of the East on a mutually satisfactory basis would help greatly in bringing about the unification of the East and West."

Mr. J. L. Phelps, M. L. A., of Wilkie said the Association should take a more militant attitude toward the use of the route and should look for ways and means to bring pressure for such greater use. He believed it was essential that Western management take over the Port and take an active interest in securing trade in imports and exports for the port. "The West should form a strong aggressive body with a view to reaching this objective. After the war there will be a period of reconstruction, and Churchill should play a good part in this. When the time comes that we can use the Port, we want it to be in sympathetic hands", Mr. Phelps declared. "We need not accept the fact that nothing can be done about Churchill until after the war...."Where there's a will, there's a way", he quoted, "and we are not going to get anywhere without a struggle."

GUEST SPEAKER

The Honourable W. F. Kerr, Provincial Minister of Natural Resources gave the following address:

"ATLANTIC CHARTER DESTINED TO HELP PORT CHURCHILL"

Mr. Kerr told the meeting that he believed the Atlantic Charter would have a definite effect on Port Churchill by breaking down high tariff and isolationist principles and fostering increased trade throughout the world. It would also have the effect of partially eliminating the trade restrictions between Canada and United States and thus enable the port to serve not only Western Canada, but the Western inland States, he said.

He urged the Association to foster and encourage the people of Western Canada in demanding that their imports be brought through Port Churchill and give the Port an import as well as an export trade. No freight carrier was interested in carrying a pay load one way only, and must have loads both ways to operate satisfactorily, he explained.

The development of the Port would result in a decrease of freight rates throughout Canada on waterways as well as railroads, Mr. Kerr said. This very fact, as well as the associations formed between Western and Eastern business men, would make the struggle for the use of Port Churchill all the harder, but the Provincial Legislature was unanimously behind the development of the Port and would give all its support at the proper time.

Mr. Kerr explained that all shipping is at present under the control of the British Controller of Shipping and if he did not deem it advisable to use the Port, nothing could be done about it. The first objective at present was the winning of the war, he said, and all shipping was co-ordinated to give the most effective results. If events of the war made the use of the Port advisable, he was sure it would be used.

While this condition made it impossible to do anything about the development of the Port at present, the Association should study and plan for the post-war period, he told the meeting. The route and the problem must be kept alive and

Mr. Kerr gave the slogan, "On-to-the-Bay Both Churchill Ways."

Saskatchewan's central position had proven a weakness and Port Churchill must be developed so the Province would not have to depend on the long haul from the Atlantic coast after the war when increased immigration might create a larger import trade, he said.

The Minister believed there would be a heavy demand for Saskatchewan's resources in the post-war period, not only Agricultural, but mineral and oil. At present Britain was Canada's biggest customer and in the post-war period Western Canada should lead the way by being Britain's biggest customer with imports through the Port of Churchill, he declared.

The fact that Eastern Canada was going to be more industrialized than ever and better equipped to supply the peacetime needs of the Dominion, would also be a difficulty in the development of the Port. The Wartime Prices and Trade Board was putting Canada in a sound position to engage in world trade after the war, which trade the people of Western Canada should see was routed through Port Churchill, he concluded.....(Applause)

Mr. George D. Archibald, City Engineer of Saskatoon, told the delegates to the meeting that Port Churchill was a logical Port for the shipping of oil to Great Britain. The oil was available in the tar sands of Northern Alberta about 600 miles from the Port, where 250,000,000 barrels of petroleum lay awaiting development. Two companies were operating in this field at present, and their refining process was 99 per cent effective in extracting the petroleum and asphalt, Mr. Archibald said. The two companies supplied Diesel fuel and aviation gasoline to companies operating in the district.

He said the size of the deposits might be estimated from the fact that the whole known petroleum deposits in all the rest of the world amounted to 24,500,000,000 barrels of petroleum. He emphasized that the figures were official and conservative. The area of the tar sands covered from 10,000 to 30,000 square miles along the Athabasca River in northern Alberta. Mr. Archibald said there would be no difficulty in constructing a pipeline to Port Churchill for the land was all practically at water level and the tundra moss used to insulate water mains in Flin Flon was the best insulating material in the world and would effectively prevent the line from freezing in the winter. The line carrying oil to the Persian Gulf was much longer than 600 miles, he said.

Since the ports of Archangel and Murmansk could be kept open all year and they were both further north than Churchill, Mr. Archibald believed that Churchill could be operated, too, and declared the route from the Port to England to be shorter and safer from enemy attack than other routes now in use. An odd condition existed in Alberta, he said, where gas and oil rationing was in effect in cities such as Edmonton, only about 250 miles from the greatest known petroleum deposits in the world.....(Applause)

PRESENTATION TO SECRETARY

On behalf of the Association, Mr. Alex Aitken, Commissioner of the Regina Board of Trade, made a presentation of a travelling bag to Mr. Sid. W. Johns, in appreciation of his work as Secretary.

Mr. Johns thanked Mr. Aitken and the members of the Association for this kind consideration, stating, most emphatically, that he was very much interested in the work, and deeply appreciated the thoughtfulness of the members.

ELECTION OF OFFICERS

As a result of the Nominating Committee's recommendation, on motion of Messrs. Stevenson and Ball the following Officers and Councillors were elected for 1942:

PATRONS: Hon. James G. Gardiner, Hon. John Bracken, Hon. W. J. Patterson, Hon. T. A. Crerar, Hon. A.T. Procter, K. C., and Hon. J. S. McDiarmid.

HON. PRESIDENT: Lt.-Col. F. J. James, Regina, Sask.

PRESIDENT: H. S. Potter, Melfort, Sask,

EXECUTIVE VICE-PRESIDENT: Charles C. Cook, Regina, Sask.

VICE-PRESIDENT: J. L. Phelps, M. L. A., Wilkie, Sask.

SECRETARY: SID. W. JOHNS, Saskatoon, Sask.

COUNCILLORS:

Regina W. M. Van Valkenburg, Geo. H. Smith, G. F. Edwards, Col. A. C. Garner, J. H. Wesson, J. J. McGurran, W. C. Mills, J. M. Henderson and Alex Aitken.

Saskatoon J. M. Stevenson, K. C., J. S. Woodward, R. M. Pinder, M. L. A., John Evans, G. R. Bickerton, A. W. Heise, G. A. Hurst, N. F. Scott and R. Shannon.

Winnipeg C. M. Simpson, Lt.-Col. R. H. Webb, Lt.-Col. L. D. M. Baxter, E. C. Ransby, H. L. Layet, Duncan Cameron, and E. C. Gilliat.

Moose Jaw George D. Mackie, H. F. Berry and C. V. Anderson.

Prince Albert P. W. Mahon, H. J. Fraser, M. L. A., and A. J. Hansen.

Yorkton Robert Barbour, V. R. Smith, D. R. Ball.

North Battleford Frank Wright, C. R. MacIntosh, S. G. Peters, J. H. Abbott.

Melville Hector MacKay, K. C. Dauphin W. J. Ward, M.P.

Brandon A. E. McKenzie Dodsland C. A. Henderson, M.P.

The Pas J. A. Campbell, M. P. Dahinda J. C. Mitchell

Leslie Peter A. Howe, M. L. A. Melfort J. N. Gale

Wilkie O. Hansen

REPORT OF RESOLUTIONS COMMITTEE

- (a) On motion of Messrs. A. J. Hansen, Prince Albert, and J. L. Phelps, M. L. A., Wilkie, the following resolution was adopted:

WHEREAS the present management of Port Churchill is under the control of the National Harbours Board and,

WHEREAS the Board is solely an administrative body and, as a result, is not interested in development of port facilities or of increasing trade over this route,

THEREFORE BE IT RESOLVED that the Association assume as part of its program for the coming year the institution of a Board of Western management, with farmer representation, for the purpose of increasing trade through this port and to promote the maximum use of the facilities already available there, and that the Association take active steps to see that this matter is drawn to the attention of all Western members and the Departments affected during the coming year.

.....Carried.

- (b) The following resolution was unanimously endorsed on the motion of Messrs. John Evans, and J. M. Stevenson of Saskatoon:

WHEREAS Churchill is the nearest port in North America to Murmansk and Archangel in Russia and,

WHEREAS Russia requires food products, especially wheat;

THEREFORE BE IT RESOLVED that we urge the Imperial Controller of Shipping to consider the advisability of having the wheat now stored at Churchill shipped to Russia, or any other allied nation requiring such assistance, as soon as practicable.

.....Carried.

- (c) On motion of Messrs. J. N. Gale, Melfort, and John Evans, Saskatoon, the following resolution was adopted:

WHEREAS Western Canada has not maintained a natural and normal increase in population because of economic disadvantages and has lost considerable of its population;

THEREFORE THIS CONVENTION ASSEMBLED HERE RESOLVES that in the interest of national unity, every assistance be given by the Dominion and Provincial governments to the utilization of the Port of Churchill for both import and export trade.

.....Carried.

- (d) On motion of Messrs. Alex Aitken, Regina, and J. M. Stevenson, Saskatoon, the meeting instructed President H. S. Potter to interview or correspond with Mr. W. R. Devenish, General Manager, Western Region, Canadian National Railways, Winnipeg, with a view to making arrangements for excursions to Churchill in 1942, requesting that sufficient equipment and facilities be made available for such excursions at various times if possible.....Carried.

Some discussion took place regarding the above resoltuion. Mr. Aitken, Regina, suggested that our Railways should sponsor such excursions, co-operating with the various Travel Bureaus of Information. The President stated that the Americans had repeatedly asked the question, "Why not twelve or fifteen excursions a year? If the Railway would sponsor it, the Association could get 25 train loads instead of one". The Railways, however, had claimed that they could not spare the facilities at this particular time. J. M. Stevenson, K. C., Saskatoon, stated he would like to see one excursion around the middle of July, when the farmers could take the trip. This received favorable comment, with one or two exceptions, when it was learned that the mosquitoes were very bad at that time of the year.

PLACE OF NEXT ANNUAL MEETING

It was moved by Messrs. J. M. Stevenson, Saskatoon, and W. T. White, Saskatoon, that the place of the next Annual Meeting be left in the hands of the Executive.....Carried.

APPRECIATION TO PRESS

On motion of Messrs. Alex Aitken, Regina, and C. C. Cook, Regina, a sincere vote of thanks was extended to the Press for its co-operation.

MEMBERSHIP CAMPAIGN

It was moved by S. W. Johns, Saskatoon, and seconded by A. Pymn of Regina, that the President, H. S. Potter, Executive Vice-President, C. C. Cook, Regina, and Secretary, S. W. Johns, Saskatoon, be a Committee to consider ways and means of increasing the Membership of the Association, and to arrange details for a Membership campaign if advisable.....Carried.

VVvVV

When bringing the meeting to a close, President H. S. Potter referred very graciously to the generous manner in which the Saskatoon Board of Trade had provided the meeting room, and arranged for the entertainment of the delegates to a banquet in the evening.....(Applause)

THE MEETING THEN ADJOURNED.

